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The Illinois Central and
the Civil War:
Railroading Under Two Flags

ILLINOIS HISTORICAL SURVEY





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Illinois Central Magazine

THE RAILROAD RIDES OUT A LEAN
YEAR MEETING THE MILKMAN AT
MADISON: THE OWL RUN NIGHT
TRICK AT THE BLUFFS NEW RAIL
POST OFFICE CAR IN SERVICE
COMMISSION SEES UNIQUE FILM



Special Issue: The Illinois
Central and the Civil War

RAILROADING UNDER TWO FLAGS



Illinois Central Magazine

The Illinois Central Magazine is published every month for the active and retired employes of the Illinois Central Railroad Company. Address all communications to the Editor at 135 East Eleventh Place, Chicago 5, Ill.

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Cover—The Civil War began a hundred years ago this month, in April 1861. The then-new Illinois Central Railroad became the main artery for transporting the men and material that fought in the west.

A special section beginning on page 17 tells the story of the railroad during the time when the nation was "a house divided."

volume 52, number 11, April, 1961

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HOW THE ILLINOIS CENTRAL RAILROAD IS DOING . . .

- Declines in Illinois Central carloadings and revenues for February dimmed the hope that the recession had hit bottom. Some economists, however, pointing to the recent pickup in steel and automobiles, were predicting that recovery will begin soon. Estimated net income of the Illinois Central for February was \$483,000, eight per cent under February a year ago, which itself was not a good month.

- Operating revenues declined almost \$2 1/2 million in February. Preliminary figures show operating revenues of \$18,712,000, compared with \$21,165,325 for February, 1960. To cope with these reduced revenues, the railroad found it necessary to reduce operating expenses by more than \$2 1/4 million in February, compared with the like 1960 period.

- Passenger revenues, which were a bright spot late in 1960, were down almost 10 per cent in February, compared with a year ago.

- Carloadings in February reflected a drastic decrease, down almost 17 per cent. Total cars handled amounted to

116,892 compared with 140,642 cars in February, 1960. Coal loadings alone were down 22.6 per cent compared with February 1960. The only strong commodity loadings were in grain, grain products, and soybeans. Decreases were registered in autos, trucks and parts; iron and steel; lumber, merchandise and miscellaneous loadings.

- Spurred on by the five operating railroad brotherhoods following the tragedy at Magnolia, Miss., when a gasoline truck drove into the path of the Illinois Central's City of New Orleans, the Interstate Commerce Commission agreed to reopen its investigation into crossing accidents.

- Early in March, the House passed and sent to the Senate a bill carrying a \$21 1/2 million tax increase to give unemployed railroad workers additional checks after their regular unemployment benefits are exhausted. The additional taxes will be paid by the railroad companies. The Railroad Retirement Board said 60,000 claimants would receive benefits under the proposed legislation for idled rails.



the Illinois Central in the Civil War:

Railroading Under Two Flags

LINES now in the Illinois Central's network of rail in 14 states were used extensively by both Union and Confederate forces during the Civil War. As a result, the railroad's roots are deeply entwined in the events of that great conflict. Illinois Central men served with distinction in military and political affairs of both sides. Along the railroad's right-of-way in the South, decisive battles were fought. Over its tracks, troops and munitions flowed to battlegrounds. The wounded were brought back to hospitals. Prisoners were transported to camps. Military historians call the Civil War "the first modern war" because of the heavy use of railroads. This account leans heavily upon articles, memoirs and accounts of the Civil War that were published in the *Illinois Central Magazine*. It also owes a debt to the Illinois Central Railroad's history, "Main Line of Mid-America," written by Carlton J. Corliss. When the *Illinois Central Magazine* began publication in 1909, there were readers who had marched with Grant into Tennessee, readers who had ridden with Jeb Stuart, and these men wrote for the magazine about their experiences. These articles reflect an unusual view of the Civil War, the war that one historian described as "America's deepest and most divisive agony." This is the story of the Illinois Central during the Civil War.



The Illinois Central Randolph Street Station in 1861, seen from Michigan Avenue at Madison Street in Chicago.

THE RAILROAD IS NEWLY BUILT

IN THE DECADES before the Civil War there was the excitement of new beginnings in the region where four new states—Michigan, Iowa, Wisconsin and Minnesota—joined the Union between 1837 and 1858. Along with Ohio, Indiana and Illinois the new states formed a block roughly equal in population and size to each of the two older sections of the country, the Northeast and the South. In 1851, the Illinois Legislature granted a charter to the Illinois Central Railroad. Completed five years later, the Illinois Central joined the northernmost part of Illinois with the southern tip of the state.

General Grenville Dodge, in an article in the *Illinois Central Magazine*, reminisced about the stirring days when the railroad was under construction: "I came west," wrote the general, "and took an axman's job in an engineering party on the Illinois Central. The engineer-in-chief was Roswell B. Mason. He built the 705-mile railroad by October, 1856. This supposedly impossible task was accomplished in a common-sense way by dividing the whole distance to be tracked into five sections and beginning the work simultaneously, then keeping at it and keeping on till the whole was completed."

By the end of the decade, the people were vigorously using the rich resources of Illinois to build a balanced region of farms and industrial towns laced together with iron rails. Illinois and its neighbor states emotionally and economically were tied with the Northeast, a fact of great importance to the outcome of the Civil War.

The importance of the Illinois Central and the region it served was summed up in an early issue of the *Illinois Central Magazine*: "The President of the United States was selected from Illinois on the north end of the lines; the President of the Confederacy from Mississippi on the south end. The great generals on both sides were men mostly from these localities. The cabinet officers, counselors, and confidential agents of these men were in great part from the then West. Even a partial list of those who were connected with the Illinois Central indicates the great role played by the railroad's men in the conflict."

At the Illinois Central's fiftieth anniversary dinner in 1901, Chicago & North Western President Marvin Hughitt noted: "The part played by the Illinois Central in saving the Union was great. It was not only my duty, but also my privilege, to be an employe of the



The Charleston Mercury Extra.

Saturday Evening, April 13, 1861.

THE BATTLE OF FORT SUMTER!

END OF THE FIGHT!

MAJOR ANDERSON SURRENDERS!

All last night the mortar batteries were throwing shells into the Fort. At an early hour this morning the gun batteries re-opened their fire, which had been suspended during the night. Major Anderson replied about seven o'clock with a vigorous fire. It appeared that he had become convinced that his fire against the Cummings' Point Batteries was ineffectual, for he now devoted his attention almost entirely to Fort Moultrie, the Dalgleish Battery and the Floating Battery. At ten minutes after eight, a. m., a thick smoke was seen issuing from the parapet, and the roof of the southern portion of Fort Sumter barracks was soon in flames. The fire was produced either by a hot shot or a shell. During the progress of the fire, three explosions were produced by the fall of shells into the combustibles of the Fort.

At a quarter to one o'clock the flag and flag-staff of the United States was shot away. For some twenty minutes no flag appeared above the fort. Col. L. T. Wigfall, in a small boat, approached it from Morris Island, with a white flag upon his sword. Having entered, he called for Major Anderson, stating that he was an Aid-de-Camp of Gen. Beauregard; that seeing his distress and the impossibility of his holding the post, he claimed, in the name of his Chief, its surrender. In reply to the inquiry "what terms will be granted," he stated that Gen. Beauregard was a soldier and a gentleman, and knew how to treat a gallant enemy, but that Major Anderson could not make his own terms, and must leave the details to Gen. Beauregard.

Major Anderson then agreed to surrender to General Beauregard, in the name of the Confederate States, and hauled down his flag, which he had again lifted, accompanied by a white flag.

The batteries then ceased firing, and Colonel Wigfall reported to General Beauregard, in Charleston. The following are substantially the terms of the capitulation:

All proper facilities will be afforded for the removal of Major Anderson and command, together with company arms and property, and all private property.

The flag which he has upheld so long, and with so much fortitude, under the most trying circumstances, may be saluted by him on taking it down.

Major Anderson is allowed to fix the time of surrender, which is some time to-morrow (Sunday). He prefers going from Fort Sumter to the fleet off our bar.

A detachment of the regular army from Sullivan's island will be transferred to Fort Sumter; and one detachment from Morris Island.

No one has been killed or wounded upon our side. A few of the garrison of Fort Sumter were slightly wounded.

The Catwaba will take Major Anderson to the fleet. LATEST FROM MORRIS ISLAND.

HOSTILITIES RESUMED FOR THE NIGHT.

MORRIS ISLAND, Saturday, April 13, 6 P. M.

A boat sent in by the fleet of war vessels off the Bar, has just been brought to by a shot from one of our batteries. It contained, besides the oarsmen, Lieut. Marcy, of the Powhatan, bearing a flag of truce. He reports the vessels in the offing to be the Ballou, Illinois, Powhatan, Harriet Lane, and Pawnee.

Lieut. Marcy, in the name of his superior officers, has announced a suspension of hostilities until to-morrow morning.

It is rumored that he demands that Major Anderson and his men be allowed to join the fleet.

SOUTH CAROLINA IS INDEPENDENT!

War begins at Fort Sumter.

ON THE EVE OF WAR

Illinois Central stationed at Centralia, Ill., during the war, as master of transportation on the 112 miles of road between that point and Cairo. It was a thoroughfare for the armies, regiments of splendid men going south, funeral trains of heroic dead going north. The service performed was constant and arduous, and when we consider the present equipment of transportation as compared with what they had, we may well wonder how it was all accomplished."

Thus, modestly, did one of the Illinois Central's herorailroaders describe the physical job of transportation performed by the Illinois Central during the Civil War. Marvin Hughitt did not tell his audience of his own heroic performance at Centralia. What happened was this: The Illinois Central had the only connection with southern lines in the Mississippi Valley during the Civil War. As a consequence, the railroad had the task of moving the men and materials needed to win the war in the West. The Illinois Central's bottleneck was Marvin Hughitt's division, the 112 miles of single track from Centralia to Cairo that railroaders called "the needle's eye."

Word came to Centralia that a heavy movement of troops was being hurried to Cairo from the north to

reinforce Union forces fighting for control of the railroads in northern Mississippi, the campaigns leading up to the capture of Vicksburg. Young Hughitt got word that the large concentration of men and equipment had to be at Cairo in 48 hours.

Hughitt sat down at the dispatcher's desk at Centralia and began a vigil that became legendary. For a day and two nights he sat "glued to his instrument," keeping the troop trains rolling through the needle's eye. When he arose, after 36 hours at the telegraph key, every soldier, horse and cannon had arrived safely in Cairo.

As Illinois Central Historian Carlton J. Corliss wrote in his history of the railroad, "Main Line of Mid-America," "Red-eyed and weary, Hughitt turned the instrument back to the dispatcher and started for home, determined to catch up on his sleep. But on the way he was overtaken by a messenger bearing an important dispatch. New orders called for rushing troop trains and supply trains back through Centralia, to an undisclosed destination, to enable military authorities to meet a new situation which had arisen." Again young Hughitt forgot his fatigue and sat down at the dispatcher's desk. For another 36 hours he directed

movement of important trains until the last one had cleared his division. Only then did Hughitt wearily rise and trace his way home.

Before the last train had left the Centralia-Cairo division, Hughitt's name had reached the ears of President Lincoln and the Secretary of War and General Grant in the field. All troop trains and supply trains were delivered safely and in record time. From that time forward, Marvin Hughitt was recognized as a top-flight railroader. At the age of 28 he became general superintendent of the Illinois Central. After the war he left the Illinois Central. He ultimately joined the

Chicago & North Western and served 38 years as its president, during which time the C&NW under his leadership grew from a small railroad to one of the largest systems in the country.

Hughitt's heroism, however, was but a footnote in the torrent of events that came in waves between 1861 and 1865. The savage battles, the great President whose years in Washington have achieved almost the quality of a myth to succeeding generations of Americans, and the Illinois Central's role in the war, were all subjects for other articles in early issues of the *Illinois Central Magazine*.

THOROUGHFARE FOR THE ARMIES IN THE WEST

IN THE MONTHS before the Civil War began, Illinois Central Treasurer Ambrose Burnside traveled extensively in the South, telling his many friends that time was running out, that they were making a mistake if they thought the North would not fight. Wrote Burnside to a railroad officer at Chicago, "I tell them and I tell them that they are mistaken in the temper of the North. The North will fight if pushed."

After the bombardment of Fort Sumter, Illinois Central Vice-President Nathaniel Prentiss Banks wrote a letter to the railroad's president, William H. Osborn, in which he expressed the mixed emotions of dread and relief with which many of his countrymen reacted to the coming of the war: "... It is all over now, and we are in for the war—a bloody and exterminating war. It might easily have been avoided, without the slightest dishonor . . . but now the North is one man and the South is another, and the fight is between them. In such a position, Shakespeare is a good counsellor: 'Beware of entrance to a quarrel, but being in, bear thyself so that thy opposer may beware of thee.'"

Banks, former governor of Massachusetts who had succeeded George McClellan as Osborn's right-hand man, resigned from the railroad and was appointed a major-general by President Lincoln.

The government at Washington acted quickly to secure the gateways linking the Northern and Southern rail systems. There were four such gateways—at Alexandria, Va., Cincinnati, O., Louisville, Ky., and Cairo, Ill. Both sides were quick to recognize the strategic importance of Cairo, southernmost terminal of the Illinois Central. The side that held Cairo would control not only the Mississippi River, but the Ohio, Cumberland and Tennessee rivers. Secretary of War Cameron sent a telegram to Illinois Governor Yates, urging him to send state troops to Cairo at once.

Governor Yates immediately wired Brigadier General Richard K. Swift, in command of state troops at Chicago. "Take possession of Cairo at the earliest possible moment. Have your expedition start as if going to Springfield via the Illinois Central Railroad. The state of feeling in southern Illinois may require the utmost dispatch and secrecy."

Even though the call was made upon the railroad on a Sunday (April 21, 1861), by 11 o'clock that night three crowded troop trains stood in Great Central Sta-

tion. As the station clock struck eleven the first of the three troop trains rolled southward over the trestle lying in Lake Michigan parallel to Michigan Avenue.

"Tens of thousands of people who lined the lake shore bade the soldiers farewell with deafening cheers. Round after round of 'Hurrahs' rang out from the Prairie City and were seconded by the long shrill whistles of a score of locomotives in the neighborhood," reported a Chicago newspaper. It was the first troop movement of the Civil War west of the Atlantic seaboard.

When April 23 dawned, the Cairo expedition crossed the bridge over the Big Muddy River, a long wooden structure that might have been blown up if Confederate sympathizers in southern Illinois had moved quickly. General Swift left a company of infantry and a howitzer there. For the following four years the Big Muddy Bridge was never left unguarded. Later that day the troop trains reached Cairo. Company after company of blue-uniformed troops climbed off the trains and pitched their tents along the Ohio levee.

They arrived in the nick of time. The following day two steamboats carrying war supplies for the new Confederate government came down the Ohio. The troops placed mortars into position and fired a shot across the bow of the leading steamboat. It was the first shot of the Civil War west of the Alleghenies. Both steamers hove to and surrendered, giving the troops on the shore the first contraband of the war.

Until the Civil War, the railroad had been building an increasing stream of traffic with New Orleans through Cairo via both the railroad's steamboat line and through its Southern railroad connections. After



Heavy ordnance is unloaded from flatcars at Cairo.



This steel engraving from the files of the Chicago Historical Society shows Federal troops transferring from the Illinois Central's station at Cairo, Ill., into the riverboats that would take them to join General Grant's Mississippi expedition.

the first shot was fired at Cairo, however, this carefully nurtured traffic stopped. All communication south of Cairo was shut off. The transfer steamboats employed as ferries between Cairo and Columbus, Ky., were commandeered by the government for military transport operations.

For four years, until the end of the war, the Illinois Central became largely a military railroad. It was the artery through which soldiers from Michigan, Indiana, Illinois, Wisconsin, Minnesota and Iowa, as well as from Eastern states, poured into the Western theater of operations. The Illinois Central was the carrier that delivered men, equipment, munitions and provisions for Fort Donelson, Shiloh, Corinth, Memphis, Holly Springs, Grand Gulf, Big Black, Vicksburg and scores of other battles and skirmishes.

During the war hundreds of trainloads of troops, horses, forage, foodstuffs, cannon, lumber, equipment and supplies moved to Cairo. Northward over the railroad moved hospital trains and trains of returning soldiers. Later there were carloads of prisoners. It was a common experience for the railroad to receive orders to move 10,000 troops with but a few hours' notice. Train records still in existence at Amboy, Ill., show how some of these emergency moves were accomplished. A notation for December 10, 1862 reads, "Had two passengers and 31 freight cars loaded with U. S. soldiers."

By 1863, the Illinois Central was all but swamped with traffic. It became necessary to build and purchase locomotives and cars. It was also necessary to borrow rolling stock from other railroads in order to

handle the flood of soldiers, guns and supplies traveling on the Illinois Central.

On the Illinois Central's Northern lines, wear and tear was the railroad's greatest peril. But President Lincoln with his railroad background was well aware of the importance of railroads, and early in 1862 he created the U. S. Military Railroad Service. The Northern railroads aided by the Military Railroad Service helped the Union armies attain a mobility unmatched in all past history. In large part, Union generals were able to use the railroads at their disposal much more effectively than were Confederate generals. The reason? The manufacturing centers that produced the steel rail, locomotives and other equipment essential to railroad operation were, in the main, located in the North. By 1862 the Union blockade of the Southern coast was tight. After that time, when Southern railroads needed replacement, they had to tear up branch lines to obtain rail. Patchwork became the order of the day in keeping Southern railroads operating.

THE Southern lines that later became part of the Illinois Central System were wholly inadequate for the conflict, as railroad experts had pointed out before the war. Many of these lines ran for short distances between cotton fields and river ports. Few of the lines were connected into coordinated systems. While Northern railroadmen were mobilized by the federal government into a highly efficient network of transport, Confederate railroadmen attempted heroically but less

successfully to link together their scattered facilities to meet the demands of war. Soon the tightened blockade of Southern ports made it virtually impossible for the South to obtain rails, locomotives and other equipment. In addition to their inability to obtain replacements, Southern railroaders had to contend with another problem. Union generals systematically began destroying Southern rail facilities. Sherman openly declared he would rather capture Confederate railroaders than Confederate generals. Nevertheless, the lines in the South were kept operating to the very end, a feat military historians credit to the inherent durability and recuperative powers of railroading.

A vivid example of Sherman's destructive campaigning against Southern railroads appears in the memoirs of James Compton published in the *Illinois Central Magazine*. Compton, a lieutenant in the Jackson, (Miss.) Railroad Rifles, who before the war had been general ticket agent for the New Orleans, Jackson & Great Northern Railroad, was captured along with two other railroad officers at Jackson by General Sherman.

"We were taken to a room in the court house, and after a short time General Sherman walked in, chewing the stub of a cigar. He did not look like a man disposed to pleasantly entertain his guests. He introduced himself with the expression, 'I would rather have you three men than the best damn generals in your rebel army. I am going to take all you railroad men out of the country, tear up your damn railroads and your rebellion will fall of its own weight.'" Mr. Compton

reported that Sherman threatened to hang them but ultimately sent them to a prisoner of war camp in Illinois.

This grasp of the importance of railroads is further illustrated by the reputation earned by General Sherman for *repairing* railroads on his march to Atlanta. The "American Heritage Picture History of the Civil War" cites Sherman telling his troops, "The quicker you build that railroad, the quicker you'll get something to eat." To block Sherman's drive toward Atlanta, the Confederates tore up miles of track and even blasted a tunnel near Dalton, Ga., but Sherman's ability to rebuild and repair railroads was the despair of his opponents. "Oh, hell," a rebel soldier remarked, "don't you know Sherman carries along a duplicate tunnel?"

On the Illinois Central, the shops and car works at Chicago became manufacturing plants for government armored cars, castings, boat capstans and other needed materials for the Union army and navy. Large numbers of carpenters, mechanics and other skilled Illinois Central men were transferred from the railroad's shops to Mound City, near Cairo, to help build gunboats, mortar boats and other craft for the navy.

"I am arranging," wrote Osborn to railroad Treasurer Walker in 1862, "with Colonel Thomas Scott to stop our car works and to send (to Mound City) L. H. Clarke, chief engineer, four master carpenters and 50 of our best men who have got some life to them. We are loading 50,000 feet of oak plank in cars this morn-



After the capture of Vicksburg, Union military railroad men reported finding "debris of a machine shop and scattered fragments of locomotives." They completely rebuilt the shop, created a "good workshop with machinery for casting wheels and so forth," and then quickly proceeded to build five engines "of which Rogers & Baldwin might well be proud."



The Illinois Central in 1861

WHEN the Civil War began there were eight railroads in the South and three in the North that later became a part of the Illinois Central. In the North the Dubuque and Sioux City Railroad, started in 1857, extended into northeastern Iowa to Waterloo and Cedar Falls. The D&SC, important as a troop and supply carrier from the west, became part of the Illinois Central in 1867.

In southern Illinois, the Belleville and Illinois-town Railroad served St. Louis and the short Mound City Railroad carried many supplies and workmen to the Union shipbuilding yard at Mound City. The B&I, started in 1854, was incorporated into the Illinois Central in 1895 and the MCRR, constructed in 1855, followed a year later.

Running south from the Ohio River to Gibbs, Tenn., was the New Orleans and Ohio Railroad, started in 1854 and added to the Illinois Central in 1897. Connecting Jackson, Tenn., and Canton, Miss., was the old Mississippi Central Railroad. The MC joined the Mississippi and Tennessee Railroad near Grenada, Miss. The MC became a part of the Illinois Central in 1882 and the M&T in 1889, giving the Illinois Central its first entry to Memphis.

Important in the battle of Vicksburg were the Vicksburg, Shreveport and Texas Railroad, constructed in 1861, which ran from the Mississippi River to Monroe, La., and the Southern Railroad, started in 1838, which operated from Vicksburg east to Meridian, Miss. Colonel Grierson cut the Southern at Newton, Miss., burning the depot and many records stored there earlier for safe-keeping. Between Jackson and Vicksburg the railroad right-of-way was the site of almost continuous fighting before Union troops captured Vicksburg. Both these railroads, the VS&T and the Southern, became a part of the Illinois Central in 1926.

The Illinois Central's main line into New Orleans since 1882 was, in 1861, known as the New Orleans, Jackson and Great Northern. The NOJ&GN, with its connection with the MC at Canton, Miss., was an important supply route for Confederate forces. There were two other railroads in the South, the West Feliciana Railroad, begun in 1836, and the Clinton and Port Hudson Railroad, begun in 1840. Both became parts of the Illinois Central in 1892.

After the Civil War the Illinois Central and the lines that joined the system as the nineteenth century drew to a close were a strong force for cementing relationships between the North and South.

ing and shall send out a train at noon. I am in hopes by Wednesday night to hear of 12 or 15 mortar boats being in readiness."

The greater part of the flotilla that eventually cleared the Mississippi and enabled President Lincoln to say, "The Father of Waters now flows unvexed to the sea," was built by Captain James Buchanan Eads' Illinois Central men at Mound City.

ONE of the problems that plagued the Illinois Central during the Civil War was the task of maintaining a medium of monetary exchange. At the outbreak of the conflict, the company was stuck with large quantities of Southern paper currency. Overnight this became worthless. All paper money became suspect and nearly all of it circulated at a discount. Gold, on the other hand, sold at a premium. The Illinois Central experienced great trouble with currency. Farmers refused to ship their grain because they could not depend upon the soundness of the currency offered. Without selling their grain, the farmers could not meet the payments on the land they had purchased from the company. President Osborn decided to accept grain, at a higher price than the farmers could obtain on the open market, in payment for overdue land notes. The grain was delivered to railway stations by farmers and shipped to Chicago. At one time the railroad had 1,860,000 bushels of corn stored at Burnside Shop in hundreds of temporary corn cribs. The Illinois Central ultimately accepted millions of bushels of grain instead of cash, thus enabling thousands of farmers to meet the payments on their farms.

The Civil War was a period of skyrocketing prices and labor costs. Wood went from \$3.95 to \$5.47 a cord. Coal which brought \$1.70 a ton at the mine in 1860 had almost doubled in cost by 1865, to \$3.18 a ton. Wages of train service employees and mechanics increased up to 117 per cent. Wages for all Illinois Central employees rose an average of 75 per cent. Prices of railroad supplies registered increases from 36 to 200 per cent. On principal items used by the railroad, prices increased 100 per cent in the 1861-1865 period.

Monetary matters were much worse for the Southern lines. An agent, having had occasion to visit Richmond, Va., on railroad business, put up at the Exchange Hotel there and found, to his alarm, that the rate was \$50 per day. Having brought gold with him, however, he asked a broker what the gold was worth. The broker said \$60 for \$1 in gold, so the agent put up at the best hotel in Richmond for less than a dollar a day. Inflation hit the South with terrible effect late in the war. It was not anywhere near as severe in the North. Even in the face of large increases in the cost of providing transportation, the average level of freight rates on the Illinois Central during the same period increased only 51 per cent, and the average level of passenger fares increased only 42 per cent.

The Illinois Central was a thriving railroad company at the outbreak of the Civil War. The cutting off of its connections at Cairo loomed, at first, as a serious threat to its traffic. Another threat came from an obscure sentence deep in Section Four of the Land-Grant Act of 1850, under which the Illinois Central received its charter from the state of Illinois. The sentence read: "And the said railroad and branches shall be and remain a public highway for the use of the Government of the United States, free from toll or other charges upon transportation of any property or troops of the United States."

For the first few months of the Civil War that sen-

tence caused great concern at the Illinois Central. There were other land-grant railroads then under construction in Iowa and Missouri, but none possessed the strategic importance of the Illinois Central as the main transport artery from Chicago and Dubuque to Cairo. If the railroad had been forced to carry the vast flow of military traffic free of charge the company quickly would have been bankrupt.

In granting lands to aid in the construction of turnpikes and canals, Congress as far back as 1819 had reserved to the government the right to use the facilities free of tolls. When Senator Douglas framed the Land-Grant Act in 1850, he took the sentence quoted above from the old turnpike and canal grant laws.

The Civil War made the interpretation of this passage in the act crucial. That the government had the right to use the tracks of the Illinois Central there was no question, but the government did not own any locomotives and cars nor did it have the railroaders needed to operate trains. Government officials and leading lawyers felt that the transportation of troops and supplies should be at out-of-pocket costs—that the government should pay the Illinois Central an amount equal to the actual cost of operating the trains over the road. President Lincoln finally approved this course. On August 15, President Osborn of the Illinois Central

received a letter from the Secretary of War which stated that the government would pay two cents per mile for passenger travel, subject to a discount of 33-1/3 per cent, and freight rates discounted 33-1/3 per cent—"as a proper compensation for motive power, cars and other facilities incident to transportation."

President Osborn accepted the terms. The Illinois Central agreement became the basis for government transportation on other land-grant railroads, except for those in Missouri which, by a special

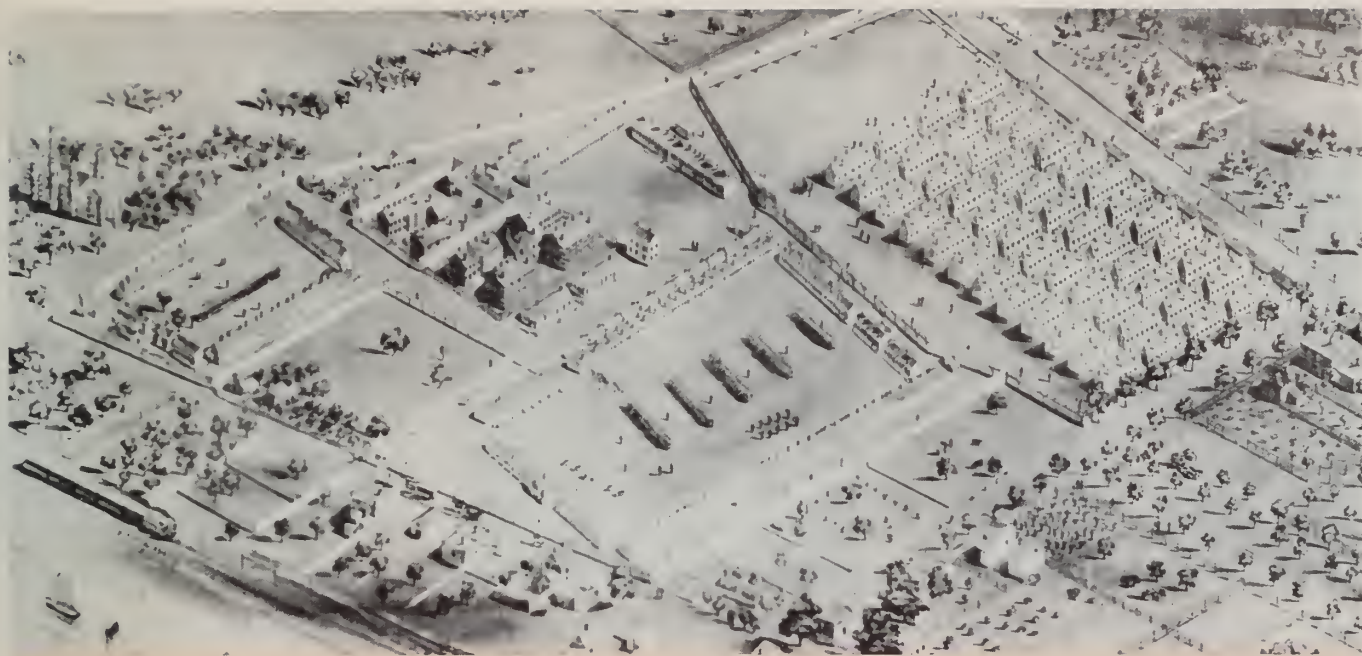
act of Congress, were allowed to charge full rates and fares as compensation for damage inflicted by guerillas early in the war.

However, even though the War Department's terms were accepted by the railroad, it was quite a chore to get the government to pay for services rendered. Trying to collect from the state of Illinois for services rendered proved even more difficult.

The state absolutely refused to pay the railroad anything for moving its many volunteer regiments to and from training camps or for the transportation of thousands of carloads of horses, mules, forage, provisions, wagons and ordnance needed for the training of the volunteer regiments. The state insisted that the federal government foot the bill. After repeated efforts to collect from the state, the railroad placed the matter in the hands of its attorneys in Springfield. When that method failed, the claim was put in the hands of the railroad's agents in Washington, D. C., with the request that they collect from the federal government. After an interminable period of buck-passing between the Quartermaster General's office and state officers in Illinois, the matter was placed before Presi-



William H. Osborn



On the then-outskirts of Chicago was this prisoner of war camp where thousands of Confederate prisoners were confined. Today this site is marked by a small park and a statue of the "Little Giant," Stephen Douglas. Illinois Central train at lower left is passing about where 31st Street is on railroad's present electric suburban service. The train was making its way to downtown Chicago over a trestle that ran along the city's lakefront.

dent Lincoln himself. Lincoln wrote to the Secretary of War, asking him to intercede for action on the matter. Even a letter from the President did not speed matters. Nearly two years passed before a settlement was reached for payment by the federal government.

The demands of the war upon the Illinois Central continued even though payments were slow. During the Civil War, the 705 miles of charter lines in Illinois transported 626,518 soldiers and performed 128,255,327 passenger-miles of service in troop trains—not counting the untold millions of passenger miles traveled by soldiers singly or in small groups in regular passenger trains. For this service the Illinois Central received an average of 1.3 cents per mile, compared with 3.2 cents per passenger-mile for civilian travel. The military rate was almost 60 per cent under the average civilian rate. Several years after the war was over, the United States Supreme Court left the matter to the Court of Claims, which fixed the land-grant reduction for the transportation of both government property and troops at 50 per cent of standard rates.

No record exists of the tonnage of freight, express and mails handled for the government during the war. But in 1866, the Secretary of War reported that out of total transportation charges of \$3,266,749, the government had paid the Illinois Central \$2,047,834, and that unpaid claims of the company totaled about \$130,000 at that time. Thus it can be seen that the discounts given the government because of the Land Grant Act saved the government more than a million dollars during the war.

The War ended on April 9, 1865. At Appomattox Court House, Lee, the great and beloved general of the Confederacy, surrendered his Army of Northern Virginia to Grant. On that day, at four in the afternoon, Lee, "sad-faced and weary," mounted his horse and rode slowly back to the lines of his army. Union ar-

tillery began cannonading in celebration of victory, but Grant quickly stopped it. "We did not want to exult over their downfall," he later wrote. The next day, between federal ranks, Lee's army laid down its arms. Wrote a Union officer, "On our part, not a sound of trumpet, nor roll of drum, not a cheer . . . but an awed stillness rather . . ."

The ending of the Civil War did not end the transportation duties of the Illinois Central. The railroad moved trainload after trainload of demobilized soldiers back to points from which they returned to civilian life. Tens of thousands of returned prisoners and civilians returned to their homes. The succession of events that followed the collapse of the Confederacy—the surrender of Lee, the assassination of Lincoln, the succession of Andrew Johnson to the Presidency—had the effect of adding to the swollen traffic of the railroad one sad train, the martyred President's funeral train.

The railroad and its rolling stock literally was "worked to death" during the war. Despite large expenditures for maintenance, there was, according to President Osborn, "nothing left of the road but two streaks of rust at the close of the conflict."

The rehabilitation and improvement of the Illinois Central's property and equipment was one of the first concerns of the management when peace conditions were restored. Of equal importance was the restoration of trade with the Southern states. The Illinois Central turned immediately to the re-establishment of its Southern connections and to promoting railroad interchanges with railway lines south of the Ohio River. Within a few months after the end of the Civil War, through service by railroad and steamboat to and from New Orleans was resumed. By 1873, when a majestic bridge over the Ohio was completed at Cairo, through Illinois Central trains were running on daily schedules between Chicago, St. Louis and New Orleans.



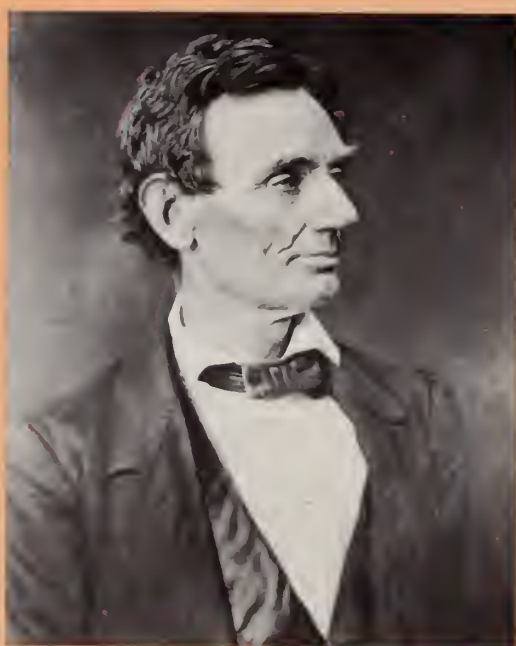
Brig. Gen. John B. Turchin



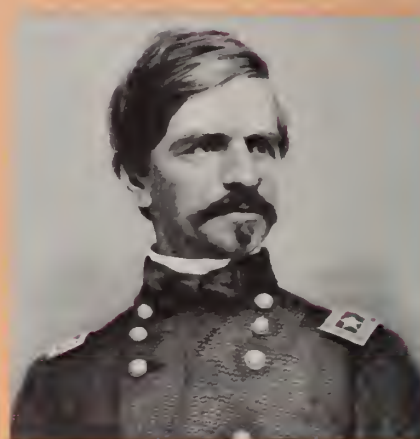
Brig. Gen. T. E. G. Ransom



Maj. Gen. George B. McClellan

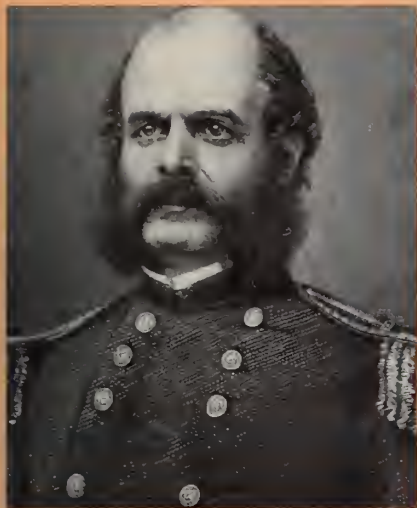


President Abraham Lincoln



Maj. Gen. Nathaniel P. Banks

ILLINOIS CENTRAL MEN, FROM PRIVATES TO PRESIDENT...



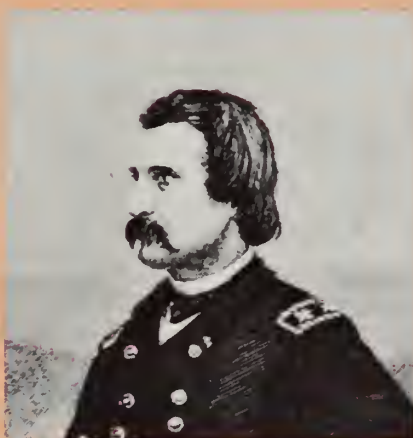
Maj. Gen. Ambrose E. Burnside



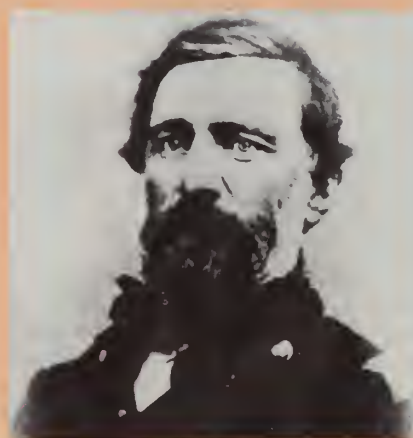
Gen. P. G. T. Beauregard



Maj. Gen. Grenville M. Dodge



Maj. Gen. John A. Logan



Brig. Gen. John B. Wyman

A BRAHAM Lincoln was, of course, the most famous of the railroad's men. But there were dozens of others who achieved political and military prominence. Illinois Central Historian Carlton J. Corliss wrote, "The statement has been made, and probably it is true, that no railroad in the United States was the alma mater of more high-ranking army officers than the Illinois Central."

The list of Illinois Central men who rose to places of great responsibility in the Union Army includes Major Generals George B. McClellan, Grenville M. Dodge, Ambrose E. Burnside, Nathaniel P. Banks, John A. Logan, Thomas E. G. Ransom, Mason Brayman and James C. Lane. Brigadier Generals included David Stuart, Henry L. Robinson, John B. Wyman and John B. Turchin. No records exist to show how many Illinois Central men served below these ranks.

When one adds to the above men the equally distinguished men from railroads that are now part of Southern lines of the Illinois Central who served in the Confederate Army, the list is impressive indeed. Confederate military leaders who were prominently

identified with those Southern lines includes Generals Edward C. Walthall, Wirt Adams, Absolom M. West, P. G. T. Beauregard, William T. Martin and Colonel E. D. Frost. General Gustavus W. Smith of the Confederate Army was a director of the Illinois Central Railroad from 1857 to 1861. Judah P. Benjamin, who was successively attorney general, secretary of war and secretary of state in the Confederate Cabinet, was promoter, incorporator, director and general counsel of the present Illinois Central line between New Orleans and Canton, Miss.

The *Illinois Central Magazine* through the years carried biographical articles about many of these men. All these articles are interesting to the modern reader. The articles are leisurely, rambling and full of detail. To give the flavor of these biographical articles (published mainly between 1909-1920) here are some excerpts from articles about General Beauregard, Confederate Secretary of State Benjamin and General Turchin.

"General Pierre Gustave Toutant Beauregard was in command during the retreat from Shiloh and pulled

his forces back to Corinth. Then, in abandoning Corinth, in order to deceive the enemy as to his intentions, he ordered that an empty train should be run back and forth, as far as possible, on the night of evacuation, and that whenever the train arrived the troops should cheer loud and vigorously, as though to welcome reinforcements. How well this succeeded is shown by Union General Pope's telegram to General Halleck at 1:00 a.m. that day: 'The enemy are reinforcing heavily . . . the cars are running constantly and the cheering is immense every time they unload . . . I have no doubt I shall be attacked in heavy force at daylight.' The retreat of an army of 40,000 in face of one estimated at 125,000, without discovery, was looked upon as a decided victory for the Confederates."

"Judah Philip Benjamin was secretary of state, attorney general, and secretary of war for the Confederacy. He was a former U. S. senator, prominent lawyer, railroad promoter and officer of the New Orleans, Jackson & Great Northern Railroad, and was called the 'Brains of the Confederacy.' It is said that the real beginning of the Civil War was on January 5, 1861, at Washington, in the Capitol Building. A secret meeting of the 14 senators of the seven Southern states—Florida, Georgia, Alabama, Mississippi, Louisiana, Arkansas, and Texas—made an agreement among themselves which culminated in war. Louisiana was represented at this meeting by Slidell and Benjamin. Mr. Benjamin had opposed secession till it seemed inevitable, then he advocated it heart and soul. A man of remarkable abilities, Mr. Benjamin, after the collapse of the Confederacy, fled to England where he became an eminent lawyer, earning enough to build an \$80,000 retirement home in Paris in 1883. He died in 1884 of injuries sustained when he attempted to leap off a railway car in motion."

THE Terrible Cossack, General John Basil Turchin, was one of the numerous Illinois Central employees who, between Sumter and Appomattox, resigned an important position on the Illinois Central to follow the Stars and Stripes or the ill-starred Southern Cross. He was one of the three of the railroad's civil engineers who became what rightly may be called outstanding generals, Generals McClellan and Dodge being the other two. McClellan and Dodge were serving their native land, whereas Turchin, already noted in his native Russia for his military and engineering achievements in the Crimea, was fighting for an adopted flag. Turchin was a construction engineer for the railroad at Mattoon in the United States, studying U. S. engineering practices. In 1861 he accepted a commission from Illinois Governor Yates. Turchin soon proved to be a gifted officer. It was at Chica-maugua that Turchin achieved the distinction of hacking his brigade free after being surrounded and leading them back to Union lines with 300 prisoners. Later Turchin and his brigade were in the center of the line that stormed up the murderous slope of Missionary Ridge. That charge, unauthorized though it was, proved a turning point of the war. It demoralized Bragg's army and left open a route for Sherman's march to Atlanta and to the sea. After the war Turchin worked as immigration agent for the Illinois Central.

Overshadowing all the many remarkable men from the railroad who played important roles in the Civil War, however, was Abraham Lincoln, who rose to national prominence while he served as an attorney for the Illinois Central.

By the late 1850's, passions had mounted high in the United States. Pro-slavery men and abolitionists were fighting in Kansas by 1856. Irreconcilable hatreds were forming among extremists on both sides. By 1858, the rising tide of factionalism lifted a series of debates between the two Illinois candidates for United States senator into newspaper accounts all over the country. The debates focused national attention upon a new figure, the tall Illinois Central lawyer, Abraham Lincoln. Stephen A. Douglas, his opponent, won that election because of his compromise doctrine that slavery could exist wherever local police authority supported it. The defeated Lincoln accepted the Republican nomination for Douglas' seat in the Senate at Springfield with a ringing speech in which he declared, "A house divided against itself cannot stand. I believe this government cannot endure permanently half-slave and half free." Because of the debates, Lincoln became a new political leader in the nation and two years later on November 6, 1860, was elected President of the United States.

ABRAHAM Lincoln left Springfield, Ill., on February 11, 1861, and arrived in Washington after a 12-day journey marked by violence in Baltimore. When he was inaugurated as President, the nation already was divided, for seven Southern states had seceded from the Union. At his inauguration on March 4, President Lincoln reminded the South of his pledge not to interfere with slavery, but he firmly rejected secession. Finally he issued a warning. "In your hands, my dissatisfied fellow-countrymen, and not in mine, is the momentous issue of civil war. The government will not assail you. You can have no conflict, without being yourselves the aggressors. You have no oath registered in Heaven to destroy the government, while I have the most solemn one to 'preserve, protect and defend' it."

Barely a month later, on April 12, the war began at Fort Sumter in the harbor of Charleston, S. C. The officer in command of the Confederate troops that opened fire on Fort Sumter was General P. G. T. Beauregard, who after the war was to become president of a railroad that now is part of the Illinois Central.

Innumerable books, articles and plays have been written about Lincoln's years as Civil War President. The tall, sad-looking lawyer from Illinois has become a world-wide legend. Many articles in the *Illinois Central Magazine* over the years have told of every phase of Lincoln's life, from his humble birth and hard early life to his years in the White House as the leader of "a nation divided against itself." After his assassination, a funeral train brought Lincoln back home to Illinois.

An article in the *Illinois Central Magazine* described the President's funeral train from Washington to Chicago to Springfield by recalling Lincoln's humorous "There's a lot of human nature in a man," to explain the weeping crowds that everywhere lined the route of the sad train. "The army idolized him because he cared as much for the wounded private as he cared for a division commander," reported the article. With a felicitous sentence, the article described Lincoln's concern for his fellow men that would, in time, enshrine him in the hearts of his fellow countrymen. "Every minnie ball that sighed its way to a soldier's heart, every shell hurtling across the Rappahannock, bringing death to officer or private, found a sad echo in Lincoln's heart."



Barbette gun at Fort Williams, Baton Rouge, La.

Supplies being transferred from rail terminal to riverboats.



Ruins of rail yard at Manassas Junction, a photograph by Mathew Brady.

THIS IS WHAT THEY SAW . . .

TO A NATION that had yet not experienced two world wars, the Civil War was the most moving trial it had experienced. Many of the men who fought in the war wrote articles and memoirs of their days as soldiers. Ex-Confederate employees of the railroad and ex-Union railroaders furnished early issues of the *Illinois Central Magazine* with a stream of personal reminiscences that may lack the cohesion and clarity of a historian's account, but possess a vividness that history books seldom have. Below are excerpts from magazine articles telling what the Civil War was—written by men who saw it with their own eyes.

Vicksburg: "A little before dark all the batteries opened fire. Nearly 400 guns must have been playing on

the place at once. I could see our shells exploding in the embankment, raising great clouds of dirt from 20 to 30 feet high. Others passed beyond the entrenchments into the timber, and splintered trunks and falling limbs attested to their tremendous power. The smoke rose so densely as to be almost suffocating. As it became dark the scene changed. I could no longer see the smoke, geysers of dirt and feathery clouds of smoke. But fire seemed to have taken the place of all, fire everywhere. A long blaze would leap forth from the cannon's mouth, then there would be a streak of light like the train of a meteor marking the rapid flight of the shells, while a brilliant flash followed by a hollow roar announced the fact that it had reached its destination." *N. M. Baker, Decatur, Ill.*



The boredom that has afflicted soldiers from time immemorial is easily seen in the photograph of flat cars of Union soldiers at left, taken sometime during 1864 in the vicinity of Petersburg, Va. By 1864, the northern armies had begun to be something other than "a rabble of volunteers" as a European observer had contemptuously called them early in the war. Troops such as those at left moved efficiently to where they were needed via rail.

Nashville: "On came the Confederates, at the assault at Franklin, steady and relentless as a tidal wave. A volley into their ranks. A moment more and with that wild Rebel yell the great human mass swept over, mingling friend and foe. The Rebel yells and the Yankee cheers were like a howling storm. It is impossible to exaggerate the fierce energy with which the Confederate troops that November afternoon threw themselves against our line." *Colonel Joseph Stone.*

Shiloh: "In the retreat from Shiloh, I boarded the last train from Corinth that left before the Federals took possession of the defenseless city. On the train were two young men who claimed to belong to some command in Virginia, but who evidently had never smelt gunpowder in battle. They were very boastful of their own prowess, and told how they would chew up the Yankees. In rebuke of their braggadocio and ignorance of the character of the foes we were fighting, I wearily told them that although the Yankees were our enemies, they had made us respect their fighting at the cannon's mouth." *Sgt. A. G. Bakewell.*

Vicksburg: "I saw a grave with a hand sticking up out of the ground." *Sgt. W. A. Sparks, 72nd Illinois Volunteers.*

The Wilderness Campaign: "The most brilliant charge I ever witnessed was made by General Custer at the Battle of Yellow Tavern. It was at the beginning of what historians are calling the Wilderness Campaign. I was with General 'Jeb' Stuart, and General Phil Sheridan's troops were hanging on us like a pack of hungry wolves. We had marched steadily for more than two weeks with little rest. We halted in the afternoon to rest. Some of us went to fill canteens at a spring. I was on my hands and knees when I heard something jingle in the trees. It was a considerable body of cavalry. I saw the leading cavalryman. It was young General Custer. A voice rang out, 'Attention. Draw sabers.' Then the entire line moved forward at a quick walk. We threw down our canteens and ran back to our resting comrades. 'Trot' Custer's voice rang out behind us. The next instant he shouted 'Charge!' With loud Yankee cheers his cavalry poured forward in a wild, sweeping gallop, attacking our entire left wing at once. Our line was broken, our men ran like sheep before the terrible sabers. Above the

din of the fight I heard Jeb Stuart's voice. He was making a stand with a handful of men around him. In a moment Custer's men came back as fast as they had gone forward. We greeted them with a rebel yell and a volley. General Stuart cheered us on. A man who had had his horse killed, ran and, as he passed by, fired his pistol. General Stuart swayed in his saddle. Then his horse was hit and sprung forward with a scream of agony and sunk down to its knees. It was General Stuart's last battle." *A. Southerland, Meridian, Miss.*

Battle of Seven Pines: "After the war, Confederate General D. H. Hill visited the battle site and told a guide that his taking 'the 2nd Rhode Island and 5th New York batteries was costly. The six cannon I secured as the result of repeated charges cost me 1,400 men, mostly Carolina troops.'" *W. D. Moody*

Shiloh: "An Englishman named Dr. Walker was asked 'Who named this place Bloody Pond?' He answered 'Why I reckon I did.' Asked why, he said, 'I was living, at the time of the Battle of Shiloh, down here at Hamburg landing. I heard the noise of the battle on Sunday and Monday, and when it seemed to be over on Tuesday morning, I came up along the road to see what had been doing. Along the edge of the pond was a large number of dead soldiers, some in blue and some in grey. In the pond were several dead horses, some broken gun carriages, ammunition carriages and other debris of the battle, and the water in the pond looked like so much blood. It made me so sick I thought I had seen enough of a battlefield and started to go home. A soldier stopped me and asked what I was doing. I said I was just looking around. He said I would have to go see General Nelson. I told General Nelson that I was a British subject, not con-



This photograph from the Illinois Historical Society is of Pvt. H. L. Robinson of the 13th Illinois Cavalry.

nected with the army. He said I would have to tell that story to General Grant. We found General Grant at the Cherry House in Savannah. When I told him my story he asked if I had anyone who could vouch for me. I told him that Mr. Cherry would do so. He sent for Mr. Cherry who told the General that I was an English subject. General Grant said it was all right and directed an officer to write me a pass. General Nelson afterward said to me, 'I advise you never again to allow your curiosity to tempt you to inspect battle-fields.' I had already thought of that long before General Nelson did.'" *Major B. Walker, Corinth, Miss.*

Shiloh: Orderly Sergeant Gordon Bakewell, Washington Artillery, told of how his artillerymen, caught between overwhelming Union troops, were forced away from their cannon at Shiloh and took cover in a wood. The tide of battle swept by them and they then were able to recover their cannon and to repair them with wheels from federal cannons standing unguarded.

"Then," wrote Mr. Bakewell, "catching enough stray horses to drag our guns and caissons we started, ravenously hungry, to find our command, and get something to replenish the inner man, somewhat, however, apprehensive of censure for so long a delay in reporting.

"After plodding along, faint and weary, more than a mile, we saw above the underbrush in that bloody woods, the battle flag of our company.

"Hastening on, we soon came within their view. They sent up a mighty shout, to our great astonishment. 'What can that mean?' I asked, turning to young Denegre, who was one of us. 'I don't know,' he replied, 'unless they thought we were all killed or captured with our guns.'

"At once I took the hint, and gathering the boys around me, thus addressed them: 'Boys, I want you all to swear that you will never tell how we recovered these guns. If you don't blab, our reputation as heroes is made forever.'

"Having unaccountably lost my Bible and Prayer Book, 'Boys,' I said, 'you must all take the most binding obligation that a Confederate soldier can take, not to divulge the secret of our heroism.'

"Then, we all, with our hands upon our empty stomachs, swore to never tell.

"Upon rejoining our command we were greeted with warm and enthusiastic congratulations and every mother's son of us remained as dumb as a drum with a hole in it.



Illinois Central Treasurer Ambrose Burnside, sitting in front of the tree, posed with his staff early in the war. Burnside became a major general ultimately.

"We then learned for the first time that our army was too cut up to renew the fight and that we were to fall back on Corinth.

"Our battery, however, was ordered to remain to cover the retreat should the enemy pursue." *Sgt. Gordon Bakewell.*

Shiloh: "On our way to the Hornet's Nest we saw General Beauregard, sitting on a stump, his kepi in his left hand. He extended his right hand, 'Go, drive the enemy into the river,' he said. So great was our joy on seeing the great Louisianan before our eyes our hurrahs and shouts attracted the attention of the enemy, who, firing in our direction exploded some shells very near us." *Private Y. R. LeMonnier, Co. B, Crescent Regiment, Louisiana Infantry.*

Vicksburg: "Wednesday, June 10: Rain today. How tedious is a rainy day in camp. We eat breakfast, then lie down, then get up, eat dinner, then go to bed, etc. etc. Nothing to read, nobody to talk to, nothing to do but dream of home and loved ones. During a heavy rain firing ceased, but whenever it quits raining it



Of interest to railroaders is this photograph of a Union camp somewhere in Tennessee. The track at left has 60-pound rail, but has no tie plates between the rail and the ties. Spikes fastening the rail to the ties were driven through holes in the base of the rail.

breaks out again along the whole line."

"Thurs: June 11: Last night was awful. I did not sleep much, everything went wrong. We had a sick man in our camp who kept us awake part of the time. Then Captain White got a bug in his ear. He said it clawed like a team of mules. So we had to pour water in his ear, to bring the bug out. The second application proved successful. Out crawled a very small spider. We had just settled down after the spider chase when the enemy opened a most wicked fire; the balls sounded frightful as they came whizzing along in the dark, cutting branches from the trees." *N. M. Baker, Decatur, Ill.*

Missionary Ridge: "Grant and his staff standing on Orchard Knob near Chattanooga watched a strange sight. Four divisions, ordered to clean out the low lands in front of the heavily fortified Confederate positions at Missionary Ridge, did not stop where they had been ordered to stop. The charging divisions went right on up the slope.

"Grant turned quickly to General Thomas and asked angrily, 'Who ordered the charge?' Thomas replied in his usual slow, quiet manner, 'I don't know, I did not.'

"A courier arrived soon afterward with a message from Sheridan. 'I did not order them up, but we are going to take that Ridge.'

"Miraculous though it seems, the four divisions acted as one—four Ballaclava blunders—and snatched victory from defeat on the heights that were impregnable." *Col. John B. Reeves.*

The Bitter End: "At the close of the war we returned home, the most unhappy people in the world. The cause was lost, our liberties gone, the whole surface of the country spotted with the graves of our martyred dead; our motives were aspersed, our characters maligned, families broken up, homes desolate, towns burned and pillaged, and fields lying waste, and the future was so dark and uncertain as to shed no light upon the cheerless present." *Agent J. Dinkens, Jackson, Tenn.*

1861-1961: HISTORY RIDES THE ILLINOIS CENTRAL

THIS spring and summer you may join many others visiting historic landmarks in Mid-America. We hope you ride the Illinois Central, the railroad that history rode a hundred years ago. In those years the fortunes of war ebbed and flowed along the spidery-thin rails now united as the Illinois Central, whose heavier rails today carry the fortunes of peace for Mid-America.

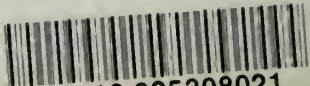
Riding our trains or watching them pass, you may recall the names of many who went from these lines to war . . . Confederate General Beauregard, who ordered the first shot fired on Fort Sumter; General McClellan of the Union Armies; Confederate Secretary of State Benjamin, an Illinois Central lawyer named Lincoln. Remember, too, that an early Illinois Central troop train carried to war a shabby storekeeper named Grant.

Military people call the war of the North and South the first modern war, the first in which men and munitions moved en masse by rail. The first battle of Bull Run shifted from defeat to victory for the South when trains rolled up decisive reinforcements.

Those were youthful years for Mid-America and for this railroad . . . the seed years of today's prosperous land of farms, factories, mines and forests. North and South have grown as one land, laced together by the lines of the Illinois Central. That's why we enjoy being called the Main Line of Mid-America.

Wayne A. Johnston
President



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